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Halls The Chemist
 92 Peterborough Road
 Peterborough
 PE7 3BW
 Email:-thepharmacist@btinternet.com

Louise Lovegrove
 Peterborough City Council
 Planning Services
 Stuart House, East Wing
 St John's Street
 Peterborough
 PE1 5DD

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By Post & Email
 louise.lovegrove@peterborough.gov.uk

Planning Application (Full)

Extension and alterations to provide consulting rooms and administrative offices including alteration to access road and provision of new staff car parking at Stanground Surgery Whittlesey Road Stanground Peterborough. Ref 12/01919/FUL

Dear Louise,

Thank you for notifying us of this new planning application. This application follows two previous applications, with attempts to introduce a dispensary/pharmacy into the doctor's surgery. As a neighbouring property at 92 Peterborough Road, with the access road to this site going alongside our building we have a number of concerns regarding this development and the material change it will have to existing and future users of our site and also the proposed development site, due to change in function and character. I have summarised all the concerns into one line points and have expanded on each point further below, so that there is substance and clarity, I hope this makes the length of this letter and its contents easier to appreciate the combined effect of the concerns, which then explain why we are so alarmed by this application. We **STRONGLY OBJECT** to this application and request with the information that we have provided that the application be **REFUSED**, to protect the patients, residents, students, road users and most importantly the community.

Summary Points:-

- 1) A tremendous increase in the volume of traffic because of the dispensary/pharmacy.
- 2) Over 32,000 speeding vehicles on Peterborough Road in 1 week adds risk to junction.
- 3) Planning application description does not stipulate dispensary/pharmacy, even though NHS tells us.
- 4) Insufficient car parking for needs of facility, no drop off/pick up facility.
- 5) Shared narrow access road, not wide enough for volume of traffic.
- 6) The dangerous junction, shared access road and Peterborough Road.
- 7) Deaths and accidents on Peterborough Road
- 8) A1 use class pharmacy moving into surgery, why A1 use class not applied for.
- 9) Impacts to the Post Office at Central Square and also other neighbour retailers in retail centre.
- 10) Risk to existing pharmacy near surgery.
- 11) Waste collection, including hazardous waste how will this happen?
- 12) Bus Stops, restricting visibility and increasing risk.
- 13) Extra demands on parking due to suppliers deliveries.
- 14) Increasing population and more demands on services, access and parking at proposed site.

- 15) Visibility risks due to the incline and brow of hill to the left and roundabout to the right
- 16) Emergency vehicles exiting fire brigade adjacent and accidents.
- 17) Risks to Anglia Funeral Directors, for staff and visitors at a difficult time, shared access road.
- 18) Stanground Academy, increased students to 1800 walking and visibility risks on footpath.
- 19) Stanground Academy, increased students to 1800 cycling and visibility risks on cyclepath.
- 20) Stanground Academy, increased traffic due to construction and increased staffing.
- 21) Risks to Stanground Dental Practice, for staff and visitors, shared access and parking.
- 22) Increased traffic on Peterborough Road, due to development of Great Hadden, Farcet & Yaxley
- 23) Increase in Buses, HGV Lorries on Peterborough Road, risks to those entering/exiting access road.
- 24) No identified need to move the pharmacy from the neighbourhood centre to the Stanground Surgery
- 25) Sequential search required for A1 Pharmacy and higher demand as can be seen by rateable value.
- 26) Well established pharmacy of 40 years will bring existing patients to new site
- 27) Existing arrangements work well for the patients and community, why the need to increase risk?
- 28) More development already agreed for Peterborough Road, Care Village

Full Explanation:-

- 1) The tremendous increase in number of visitors and trips that will arrive at Stanground Surgery if the planning permission will be approved is because of the addition of a dispensary/pharmacy, due to patients then having to visit the site every month for their medications, this we estimate to be an **12 fold increase** in traffic, this is calculated by the fact that if a patient is required to see their doctor once a year for their annual check / review, then be signed off for repeat prescriptions, these patient will attend the surgery once a year and will attend the pharmacy 13 times a year (13 times 28 days supply of medication = 364 days medication) to have their prescription filled. Because all pharmacies offer a prescription collection service, these patients will not attend the surgery to collect their prescription as they would order them online or by phone with the surgery and instead the pharmacy teams would attend at the surgery to collect patient prescriptions each day and take back to the pharmacy to have the prescriptions filled and waiting for patients. So if now the pharmacy at Central Square moves into the surgery, the patients using that pharmacy will now have to travel every month to its new location at the surgery to be able to get their medication, therefore instead of 1 visit a year to the surgery site for their review, they will need to make 13 trips a year to the surgery site for their review **and** medication supplies, hence a **12 fold increase** of visits to the site, every day, every month and every year. Currently the demand on the pharmacy at Central Square is managed by the significant off road parking, additionally there is a service parking facility for all the staff and deliveries behind the retail units in their service area, also due to the pharmacy being in a neighbourhood retail centre, some retailers have their own parking, e.g Tesco and Sue Ryder, therefore residents will go to the retail centre and access a number of services in one journey, therefore could park in Tesco's car park, doing shopping then walk round to the pharmacy, to collect medication, which then results is a larger total parking provision in the retail centre. If this move is allowed, this will place a greater strain at the surgery, the access road, the car park and also the very busy roundabout, as all patients will have to pass the roundabout to access the surgery by car....and subsequently past our pharmacy as well!. Currently the location of the Co-op pharmacy is in a neighbourhood retail centre which is surrounded by residential housing, so many can also walk to the pharmacy, with the move away from the residential areas and to furthest edge of Stanground some patients will not be able to walk the extra distance or some will choose not to walk and the use of car will be needed to access their medicines, or making access to their medication impossible or very difficult, this I am sure goes against all the Councils environmental statements and intentions. The current and proposed shared parking, access road and junction on Peterborough Road is not adequate for its current users, therefore the introductions of a well recognised A1 retail unit a

dispensary/pharmacy along with the 6 new consultation rooms will be insufficient for the needs and demands of the new facility due to such intensification, particularly in light of the of the significant growth of Stanground South/ Cardea which is resulting in the increased number of patient registering with the surgery and hence the need of DOUBLING the number of consultation rooms. In the number of visitor attending the site I have forgotten to include all the patients that would attend the pharmacy at Central Square, for minor ailments, e.g coughs colds, pain relief, high temperature for child etc and getting advice and purchasing the likes of Calpol, Nurofen, Lemsips, Paracetamol, Ibuprofen, just to name a few, all of these types of items are sold at the pharmacy and not requiring a visit to the doctors, therefore patient will present at the pharmacy and purchase these items to help themselves or their children or families to get better, so if the pharmacy moves then these patient will need to travel to Stanground Surgery to get these items and therefore again increasing the traffic to the site.

- 2) Between February 22 and 29 2012, a special survey by the police on Peterborough Road which outlined there was 32,784 speeding motorist in ONE WEEK, this is more than half the total 62,213 surveyed on Peterborough Road in the week. The speeding vehicles were travelling over 35mph in a 30mph limit, this information is important as the discussion regarding the planning applications, which will substantially intensify the use of Peterborough Road and the junction to the access road to the surgery. The users of the site will find it more dangerous to leave the site, joining Peterborough Road with the poor visibility, due to the incline and brow of the hill so not getting much notice when vehicles are coming and also the speed that the vehicles will be arriving and having to judge so many factors, e.g. buses, students, emergency fire engines, and other users of the access road, will make this a danger to all road users, pedestrians and cyclists.
- 3) Yet again the planning application title does not represent the full intention of the application, particularly no reference to the dispensary/pharmacy, which had previously been applied for under reference 11/01561/FUL, which had received around 400 objections, followed by a further planning application 12/01331/FUL, which had a further 500 objections. Why has this planning application been accepted without stipulating a use class, when previously the application for the dispensary/pharmacy was applied for A1 retail use. Without the application being considered with A1 use class for which the pharmacy/dispensary is intended, will result in full consideration not being given, to protect the public and other users of the facility and neighbouring properties e.g. in light of access, parking issues and volume of traffic. Equally why is clarification not being sought for exact nature of the dispensary/pharmacy as interestingly we have received a new notification from the NHS, 4 days before this new planning applications was submitted, that the Co-op Pharmacy have applied to extend the time they are allowed to move the pharmacy from Central Square to the Stanground Surgery, therefore if the dispensary/pharmacy is to be an independent unit, owned and operated separately from the surgery, than this should be clear, but this does not represent with the number of staff as it does not stipulate any increase in staffing, therefore this would further conclude that the surgery will not be increasing its staffing to introduce this dispensary/pharmacy, but must be separate entity. Without the correct use class being provided, the appropriate planning policies cannot be considered against the application e.g. the Local Plan Retail Strategy, Peterborough Local Plan and Peterborough Planning Policies Development Plan Document etc.
- 4) The lack of sufficient current car parking at the always full surgery car park, of which 7 spaces are allocated for the adjoining dentist (with floor markings DENTIST can still just be seen), leaving only 23 spaces for surgery staff, doctors, nurses, receptionist, administration staff, not forgetting patients and visitors. This application does introduce further parking but for staff only, even though the **massive 34% expansion** will place extra demands on a currently overstretched car park. The car parking provision which is there, does it meet the current standards? as would be required for all new applications, which this is. In regard to parking spaces sizes, turning circles, disabled bay parking sizes, disabled car parking as close to the facility, access provisions to the bays and out of the bays and all the other requirements associated with car parking, have these been demonstrated to be achieved. The application is misleading to any reader by incorrectly representing the number of car parking spaces available for the surgery, equally with an increase of **SIX NEW** consultation rooms

and a further **THREE NEW** offices, not forgetting the **NEW** dispensary/pharmacy, all of which will increase the number of those attending the site to access the facilities, which will now bring an extra facility of a dispensary/pharmacy with its own demands, for parking for its customers, its deliveries, its waste collection, ultimately significantly increased traffic movements. Based on 13 consultation rooms and 3 spaces for each room (one for a patient just seen, one for a patient being seen and one for a patient waiting to be seen, this is even without considering when doctors appointments are running late and the number of patients waiting), then there is a requirement for 39 spaces, this falls well short of the 23 available for the surgery and equally this does not include the demand for the new dispensary/pharmacy with its own substantial demands. When we established our pharmacy we were required to provide 8 car parking spaces, so why would the dispensary / pharmacy be required to provide any less?, both would be NHS pharmacies, therefore the surgery and pharmacy would require 47 car parking spaces for patients but only have 23 a shortfall of 24 car parking spaces. What is the actual current parking provision, on the plan and application form it stipulates 32 car parking spaces, but when you count them up it comes to 30, when you go to site they are marked out for 32 bays, but the one disabled bay is positioned differently to the existing drawing submitted with the application, the drawing shows two bays that are disabled bays, but neither of these bays are marked out at site. It should be noted that there is no drop off/pick facility that is presently available or proposed in the development.

- 5) The application does address some, but not all of the concerns previously identified regarding the narrow access road to the surgery, which is a shared access also utilised by the Anglia Funeral Directors and the Dentist. The width has been proposed to be increased, but not to the level previously identified by highways of 5.5metres for the first 10 metres and 5 meters for the remaining length, equally the introduction of the pedestrian walkway which just stops at the entrance to the car park. These widths were guided in the previous application before the full extent of a further facility of a dispensary/pharmacy, which will bring with it, its own needs and demands and will substantially increase the number of those visiting the site, either by foot, bicycle, car or commercial van. The access road with the new application introduces an intensification of another junction to the access road to the staff car park.
- 6) The difficulty being able to manoeuvre in and out of the shared narrow access road, leading to the application site via the only access from Peterborough Road, due to the small size, the close proximity to the two bus stops, the presence of local school and college/academy (1800 students), also the emergency services of the fire brigade, adjacent. This coupled with the reduced visibility up the Peterborough Road, due to the incline and brow of the hill and also the closeness to the very busy roundabout and Halls The Chemist own car park entrance, results in patients having to take significant risks, every time they use the access road as they cannot easily see the traffic arriving either from left or right due to bends in the road, when leaving the shared access road, equally the footpath and cycle path which crosses the access road adds additional risk factors to a dangerous junction. Even Councillor Walsh who declared an interest as a patient at Stanground Surgery stated “that the entrance to the surgery was extremely dangerous”, at the Fletton, Stanground and Woodston Neighbourhood Committee meeting on the 17th October 2012.
- 7) A student was hit by a car last year on Peterborough Road and a number of years ago a teacher was killed, again on Peterborough Road and when looking at records it identifies that there have been three road deaths on Peterborough Road, for the 10 years records available. In the mornings just before 9am, many students are arriving to attend the Academy and those students during the lunch time, going home for lunch, additionally the students going home at the end of the day just after 3pm etc, result in several times through the day, when there is many pedestrians and 1800 students, which adds to the risks, these risks have already caused death and injury, why risk more deaths and injuries.

- 8) An extension to the time limit to move the Co-op pharmacy from Central Square to the Stanground Surgery was notified on the 14th December 2012 by the NHS and on the 18th December 2012, four days later a new planning application (REF 12/01919/FUL) was submitted to the Peterborough City Council. The Co-op pharmacies, NHS permission to move to the surgery was approved in July 2012 and gave them 6 months to move this was running out on the 15th January 2013. The Co-op pharmacy applied to extend the time to move and was granted permission on the 14th December 2012, all of this links to the previous application REF 12/01331/FUL and this current application, hence the concerns of the additional traffic demands which it will place on the existing and proposed surgery car park. It is disappointing that the applicants have not outlined their full intentions so that the true impact of the application can be considered. The NHS permission was based only on the then pharmacy regulation, which allowed a pharmacy to move upto 500 metres almost automatically, the move was almost 480 metres and was therefore approved, but the NHS panel outlined that their remit related to NHS regulations and that other agencies were responsible for looking at matters of car parking and access. The NHS regulation were changed on the 1st September 2012, from the previous 2005 regulations, therefore the permission to move is based on out-dated regulations, resulting in the current NHS thinking not being considered with the move of the Co-op pharmacy, which will make it harder for many residents and patients to access medicines and services at the new location compared to within the neighbourhood retail centre at Central Square, which is nearer their homes. It should be made very clear that under the old and new regulations for the move of a pharmacy, there is a requirement to continue to provide the same services, therefore if at their existing location they are required to be an A1 use class, why are they not required to be A1 use class at the Stanground Surgery, when they are required by their NHS contract to provide the same services?.
- 9) The risk and loss of the adjoining Local Post Office, due to the pharmacy moving, will deny local residents of two essential services in the neighbourhood retail centre. Community Pharmacy is a sector which draws patients and customers to it, therefore the move of the Co-op Pharmacy will have impacts on more than just the Post-Office, which it currently shares a building with, but also the neighbouring retailers. Patients and residents will find the need to visit the shopping parade less and therefore obtain the items they currently obtain from the parade, from the regular shop to a larger supermarket, this will result in the demise and loss of further services in the retail centre, particularly in these difficult financial times. It should be noted that the Post Office located with the Co-op Pharmacy is the only Post Office in Stanground as the Post Office in South Street was shut some years ago, when the Post Office network, was being reviewed, therefore if the Post Office was to close, then there would be no Post Office in the Stanground area, which the residents could rely on. Is there not protection on retail centres, from introducing retail outlets away from the retail centres?
- 10) The risk this application will cause to the loss of extensive services and closure of Halls The Chemist, being less than 1 minutes walk from the surgery car park. The closeness of the two sites can be seen by the access road to the surgery going alongside our building. Halls The Chemist, has all the facilities of a modern pharmacy including consultation room and its own car parking, including disabled parking, which was required for us to be provide when we established, so why would the rules be any different for another pharmacy/dispensary opening?. Why is there no protection being given to protect Halls The Chemist, as it was identified that the pharmacy was needed at this location and no needs has been identified to move the Co-op Pharmacy to the surgery location. Under the NHS terms of service all NHS pharmacies are required to provide service to all, as part of the core functions, this means patients who need to visit the pharmacy for e.g cough cold or pain relief advise and purchase of appropriate medication with advice from the pharmacy team, the same if a prescription where presented from a GP outside the area, including prescription from Scotland and Wales, there is a duty on the pharmacy to supply the appropriate medication, the same

applies for Dental, Hospital, Nurse, Drug Addiction prescriptions, in affect Pharmacy is no different to an NHS Accident & Emergency department, providing service to all those that attend, which as can be concluded will bring its own demand of patients and customers.

- 11) Refuse collection from the site, currently when the waste is collected from the site, it causes a great difficulty due to the narrow access road, and restriction in size of the car park, therefore how will this be improved for the new and existing users and does this meet the necessary requirements. Additionally pharmacy has regular collection of medicinal waste, as all pharmacies are required by the NHS to take back unwanted medication from patients. Specialist contractors are sent by the NHS due to the hazardous nature of some of the medication, the vehicle that collects this is a 3.5 tonne Luton box van. Also how will this hazardous waste be stored on site at the dispensary/ pharmacy?
- 12) Upon leaving the site immediately to the right is a bus stop and on the opposite side to the left is also another bus stop, from a fast search there is two regular bus routes through here the citi 7 and the citi 3, the indication is that they run through every 10 - 20 minutes, therefore there are four buses stopping (two in each direction) in close proximity to this junction every 10 to 20 minutes. When these buses stop to pick up or drop of passengers then vehicles are required to cross into the flow of the opposite direction of traffic to get past, the visual restriction the bus also causes when stopped, hampers the visibility coming in and out of the access road and increases risk, to pedestrians, cyclist and also car users, therefore how can such a significant increase in demand be acceptable on this access road, with such a reduced visibility and bus hazards.
- 13) Pharmacies, like any A1 retail premises need many deliveries each day, to secure the necessary stock, in the case of the pharmacy, medication and items for sale to patients, therefore there will be many deliveries each day to the site from a variety of suppliers, this will again increase the traffic volume to the site and also adds demand on car parking provision. Due to the importance of getting medication the major pharmacy suppliers deliver twice a day to the pharmacies.
- 14) With the increase in growth in the local community at South Stanground/ Cardea and other local residential building developments, then there is an increase in demand on health service, this has already been seen at the Stanground Surgery and they have been awarded funding to expand their surgery, this is already bringing more visitors to the site and this is increasing weekly as more and more patients register with the surgery as they move into the new houses. All of this extra demand on the health services at the surgery, also puts an additional demand on the limited parking, dangerous junction and restricted access road by patients, doctors, dentist nurses, receptionist and others working at the surgery and the additional existing users. The practice is also a teaching practice, which results in more visitors to the site.
- 15) The exit from the access road onto Peterborough Road, is already difficult at this point, due to the reduced visibility due to the buses, but also due to the fact if you look left as you leave there is a hill with a brow and a bend, therefore this restricts the visibility of seeing all the vehicles as they arrive from this direction. Then if you look right as you leave the access road onto Peterborough Road, then you are faced with a different hazard of the roundabout and people joining Peterborough Road accelerating towards you, which you cannot expect, also that there is a bend in the road, which again reduces the visibility and hampers any expectation of traffic and increase risk. This is not to forget the users of our pharmacy and the patients, staff, delivery vehicles etc entering and leaving our premises joining Peterborough Road, additionally adding further strain in this very congested location or the fencing and bushes which restrict visibility. Then those users using the footpath and cycle path across the access road.
- 16) When it was considered that there was already enough demand on this small section of road, the impacts of the Emergency Services of the local Fire Brigade which is adjacent should be factored, the speed and immediate exit they require when going out to saves lives, all this increased traffic, plus all the additional risks that this places. In the three years we have been at the site, there have

been a number of accidents, when vehicles have had to stop suddenly to allow the fire engines to leave with their blue lights and sirens on, this coupled with the very short distance to the access road to the surgery, adds even further risk for all road users.

- 17) The current access road is also used by the Anglia Funeral Directors, for their chapel of rest. During funerals and gathering for burials, there is a significant increase in the number of users and due to the specialist vehicles of the hearses and the longer limousines, this makes their entry and exit into the access road difficult, if there is allowed to be an increase in the traffic this will create an almost impossible route for them to enter and exit their own site and will make those attending their facilities at a difficult time harder. All of this increases the risk to all road users on Peterborough Road and the access road. There is also times when horse drawn carriages are called upon for funerals and the extra traffic and risk and delays this will also cause. The additional car staff car park proposed, will require the current access road to the funeral directors to become another shared access road, and will have a junction exit to the funeral directors car park, this will create further difficulty, due to the narrow width of this newly shared access road, equally the difficulty with limited space for leaving the funeral directors car park to join the new shared access road, then to join the existing shared access road, then to utilise the dangerous junction to join Peterborough Road, three junctions in such a small distance of approximately 30 metres cannot be safe?
- 18) Twice a day, when the college students arrive and also leave, there is a massive influx of students trying to access or leave the adjoining Stanground College now Stanground Academy, many students walk and this can be seen just before 9am and just after 3.15 pm, these young members of society don't always appreciate the risk that they cause, but purely due to the significant number of students, 1500 growing to 1800 as the new academy building is completed, then this equally places a restriction on the visibility of those entering and leaving this access road, during those times, which are appointment times and times when this new A1 retail pharmacy/dispensary wants to operate. These students are seen many times, walking through the surgery car park as a short cut route through to home, even though there is a sign informing them that this is not allowed, clearly showing that this has been an ongoing issue for many years. There is further student movement during the lunchtime as some students go home for lunch. Therefore this significant number of pedestrian users are put at further risk by this development and so are the other road users, as accidents do not only affect the pedestrian that is hit, but also the driver of the vehicle and their mental wellbeing understanding their responsibilities if a collision occurs.
- 19) Some students attend the college by bicycles and equally other local residents use cycles to travel to and from home to work etc, there is also a bike lane that crosses the access road, which again will increase demand at this point and reduce visibility when they are waiting to cross. Also the faster arrival of bicycles, compared to pedestrian, is another factor which has to be considered by those accessing and leaving this very difficult access road to the surgery. The Academy has planning permission for 200 bicycle places, many of which are already in place, this exhibits the number of student using cycles as the means to get to the Academy on a daily basis.
- 20) With the growth of the college now Academy, due to the increase in population locally, the construction of the new academy can be seen to be making good progress, but requires a substantial increase in road traffic, in this location, from those attending the site to work and also those bringing building material to the site or removal of waste, all again increasing traffic and increasing risk in this very local area. This as well as the increasing employment the larger academy will bring, causing a further increase in traffic. The Academy with over 200 full time equivalent staff and over 200 car parking spaces, gives a true indication o the scale of the academy and the needs it places on the Peterborough Road.
- 21) The demands of the users of the dental practice, its patients, dentist, hygienist, reception staff etc, again add to the user of the shared access road and parking, and again increases risk.

- 22) With the planned developments of Great Hadden, also the other developments going between Farcet and Yaxley and further beyond towards the A1, there has been much objection in regard to the increase volume of traffic which will then result and flow down Peterborough Road, again increasing the traffic coming through this very busy location around the shared access road and will make entering and exiting this dangerous junction, again with all the other risks outlined, even greater.
- 23) The number of buses that also then arrive specifically for the college students and also the HGV lorries that use Peterborough Road, to access the commercial farms, commercial units and now the new expanding commercial units between Farcet and Yaxley, not forgetting the mushroom farm and the Mercedes Benz Truck dealership, which all bring larger vehicles regularly along Peterborough Road, these HGV and larger vehicle numbers will be increasing and this should be taken into consideration when considering this application and the compounding impact if there is such a massive increase in vehicles attending this new A1 retail dispensary/pharmacy.
- 24) There has been no identified need for another pharmacy in such close proximity to ours and therefore the establishment of an A1 retail pharmacy outside a neighbourhood retail centre. What is more bizarre is that the Co-op pharmacy is located within a neighbourhood retail centre and therefore in the correct place for such a service and is now wanting to move away from this outside the appropriate place for such a service, with no identification of need. I have explained whilst they have been given permission to move the pharmacy from the NHS, these regulations, only look at if the pharmacy is moving a distance of less than 500 metres and servicing the same community, they DO NOT CONSIDER NEED, therefore the NHS regulation are limited in their consideration and leave planning to deal with other matters, so just because, they have been given permission to move, does not mean this is an automatic pass of planning, the relevant concerns that planning should undertake as part of the normal planning process should be considered. In regard to need, it is very interesting that during the consultation Peterborough LINK (which represents the views of the patients) had raised a number of questions so that they could correctly assess the impacts to patients, their questions were not answered.
- 25) In regard to the planning policy, Phil Branston, has explained that the application must show a need also that a sequential search be undertaken, all of which we were required to be undertaken when we established our pharmacy, just over three years ago, in the almost same location (just over 100 meters away). I think it is essential that the necessary tests that were required three years ago, such a short distance away, are undertaken, whilst the size of the dispensary/pharmacy premises being smaller, the actual demand from its existing client base (of about 40 years service) needs to be taken into considerations and therefore in reality its small size will have a significantly greater demand than our own larger premises, this is also acknowledged, by the greater rent and greater rateable value to dispensary/pharmacies at doctors surgeries.
- 26) The demands this new dispensary/pharmacy will have will be greater than ours regardless of its size as it is a well established pharmacy and has been situated in its current location for about 40 years, therefore many patients living in the area, will have nominated this pharmacy as their chosen pharmacy, this will continue, even though they move to a new location at the surgery, as explained previously, the pharmacy is contracted to the NHS service to provide service to ALL therefore, patient registered at the many other surgeries will attend to access their medications, as they have done for many years with this pharmacy, hence the additional traffic may well be significantly more than the 12 fold increase as this was only taking into consideration the patients of the Stanground surgery, also the consideration for the many patients that walk into the pharmacy for general advice and support for self care, which is for example when a mother attends the pharmacy to purchase Calpol etc for her young child, this mother may only be passing in the area, or living locally and would have used the existing location will now have to travel to the new location, much further from her home, if she lives in Stanground, and may now have to access by car due to the additional distance if she has a car, or will have to rely on Public transport, making access harder, but making the true number of visitors to the site much much greater than the original conservative estimate of 12 fold increase. The pharmacy will also be required to dispense Hospital prescriptions, prescriptions issued by drug addiction clinics, dental prescriptions, district nurse and community nurse prescriptions, just to name a few. Under the NHS Regulations if the pharmacy moves, the day

the new pharmacy opens the same day the other pharmacy must close, therefore if the pharmacy moves, then there will be no pharmacy at Central Square.

- 27) The application has talked about supply of medicines to patients, but clearly with our close proximity to the surgery and also the car park, then the distance to the surgery from the car and the distance from the car park to our site is almost the same, does no one realise that there is already a convenient facility, located without the need for any additional vehicle journey.
- 28) There has been planning approval for the Care Village on Peterborough Road, which will bring about 50 bed care home, a 40 bed dementia care unit, 22 supports livings units, 22 assisted living units and 29 extra care or residential units and again the extra demands on the roads this will bring, with staff, residents, deliveries and the extra construction traffic during its build, will add further risk.

I would hope with all the above each individual point will be considered and the risk that each point places, then a consideration with all the points in relation to one another and there cannot be any doubt in my mind that this very significant increase in the traffic movements cannot be accepted. I accept that the dispensary/pharmacy will be small, but it is not the size that should be considered, but the demand that it will place. An NHS pharmacy under its terms of service has to provide service to all, therefore all the existing users at its previous location will have every right to use the facility, whether they are registered at the Stanground Surgery or another practice and with the total number of additional visitors to the new site if permission is given will truly bring risk to this location. The Co-op Pharmacy is required to provide all the services it provides at its existing location at the new location, under its NHS contract therefore currently A1 use and this is not changing so why not A1 use at new location?.

I hope that with the information in this letter, even with the new proposed scheme, the risks to the local population and users of Peterborough Road and those attempting to access the Stanground Surgery, plus all the additional facilities existing and proposed, can be appreciated. If there is something I have mentioned which you require further information on please do not hesitate to contact me. I hope the comments and objections made in the previous application will also be added to this current application.

If you are planning on approving this application, I would request that the application is submitted to the planning committee for determination, equally that if you are looking to approve the application the following conditions be applied:-

Dispensary/Pharmacy should only be open to patients of the surgery.

Reason – To reduce more patients arriving at the pharmacy and reducing the risks for existing users.

The Opening hours of the dispensary/Pharmacy should have its open times limited to 8.30 am to 6 pm, Monday to Friday, excluding bank holidays.

Reason – to protect the local community and residents


The occupation of the dispensary/pharmacy should only be by the doctors of the surgery.

Reason to protect the patients existing and new coming to the surgery. Also by limiting the ownership of the dispensary/pharmacy to the surgery, this would reduce the number of staff being employed as the Staff will assist with the running of surgery and also the pharmacy/ dispensary, therefore there will be less demand on the car park and the access road, equally as will be the same entity, resources will be the same e.g. waste etc, therefore reducing demands on the junction and access road.

Prior to the establishment of the dispensary / pharmacy, additional consultation rooms and also extra offices then the improvements to the car park and also the access, should have been addressed and operational.

Reason to protect the neighbour properties and road users of the shared access road and Peterborough Road, also the dangerous junction.

Yours Sincerely


Mr S Damani
Halls The Chemist

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